

REPORT DOCUMENTATION PAGE			Form Approved OMB No. 0704-0188	
Public reporting burden for this collection of information is estimated to average 1 hour per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding this burden estimate only, other aspect of this collection of information, including suggestions for reducing this burden, to Washington Headquarters Services, Directorate for Information Operations and Reports, 1215 Jefferson Davis Highway, Suite 1204, Arlington VA 22202-4302, and to the Office of Management and Budget, Paperwork Reduction Project (07804-0188), Washington, DC 20503.				
1. AGENCY USE ONLY (LEAVE BLANK)		2. REPORT DATE 17 April 1996		3. REPORT TYPE AND DATES COVERED Professional Paper
4. TITLE AND SUBTITLE RTPS Telemetry-Simulator Link at the Naval Air Warfare Center			5. FUNDING NUMBERS	
6. AUTHOR(S) Bill McNamara				
7. PERFORMING ORGANIZATION NAME(S) AND ADDRESS(ES) Commander Naval Air Warfare Center Aircraft Division 22541 Millstone Road Patuxent River, Maryland 20670-5304			8. PERFORMING ORGANIZATION REPORT NUMBER	
9. SPONSORING/MONITORING AGENCY NAME(S) AND ADDRESS(ES) Naval Air Systems Command Department of the Navy 1421 Jefferson Davis Highway Arlington, VA 22243			10. SPONSORING/MONITORING AGENCY REPORT NUMBER	
11. SUPPLEMENTARY NOTES				
12a. DISTRIBUTION/AVAILABILITY STATEMENT Approved for public release; distribution unlimited.			12b. DISTRIBUTION CODE	
13. ABSTRACT (Maximum 200 words) Over the last 3 years the Naval Air Warfare Center Aircraft Division (NAWCAD), Patuxent River, MD, has been in the process of developing a link between its secure Manned Flight Simulator (MFS) and Real Time Processing System (RTPS) facilities. The MFS hosts a wide variety of high fidelity fixed and rotary wing aircraft simulation models. The RTPS is used as a telemetry ground station for conduct of Navy flight testing at Patuxent River MD.				
14. SUBJECT TERMS RTPS, Real Time Processing System, Manned Flight Simulator.			15. NUMBER OF PAGES 9	
			16. PRICE CODE	
17. SECURITY CLASSIFICATION OF REPORT UNCLASSIFIED	18. SECURITY CLASSIFICATION OF THIS PAGE UNCLASSIFIED	19. SECURITY CLASSIFICATION OF ABSTRACT UNCLASSIFIED	20. LIMITATION OF ABSTRACT UL	

NSN 7540-01-280-5500

Standard Form 298 (Rev. 2-89)
Prescribed by ANSI Std. Z39-18**DTIC QUALITY INSPECTED 3**

19960916 024

Encl (12)

RTPS TELEMETRY-SIMULATOR LINK AT NAVAL AIR WARFARE CENTER

William G. McNamara
Jay Nichols
Page Stanley
Naval Air Warfare Center Aircraft Division
Patuxent River, Maryland 20670

Abstract

Over the last 3 years the Naval Air Warfare Center Aircraft Division (NAWCAD), Patuxent River, MD, has been in the process of developing a link between its secure Manned Flight Simulator (MFS) and Real Time Processing System (RTPS) facilities. The MFS hosts a wide variety of high fidelity fixed and rotary wing aircraft simulation models. The RTPS is used as a telemetry ground station for conduct of Navy flight testing at Patuxent River MD. The ability to integrate simulation with flight testing in a real time environment provides new potential for increased flight safety, enhanced test team training, real time simulation fidelity assessments, and improved engineering analysis capability. A prototype system has been successfully designed and operated at NAWCAD in support of an F/A-18C flight test project which required simultaneous merging and display of real time and simulation data to reduce the risk of departure from controlled flight. More recently the link has been successfully used to provide Test Team Crew Training (TTCT) for the F/A-18 E/F Engineering and Manufacturing Development (EMD) program. As currently designed the link (encryption and decryption gear in the loop) can be operated in three modes: (1) Simulation sending data to RTPS (e.g. pilot-engineer pre-first flight preparation/training scenario), (2) simulation is driven by real aircraft control surface inputs and response is compared with that of the real aircraft for simulation fidelity assessments and (3) simulation "rides along" with the real aircraft and data are extracted from the simulation which are otherwise unavailable from the aircraft

(e.g. flight control law interconnect signals, control law feedback signals, aerodynamic data, propulsion model data, avionics model data, other model data etc.).

This paper discusses, design and implementation aspects of the RTPS-Simulator link. It includes a description of how the link was used to support a real time flight test program by providing critical safety of flight data to prevent departure from controlled flight. The link which was recently used to support initial flight testing on the F/A-18E/F EMD program is also discussed in detail.

Introduction

In 1973 the Naval Air Warfare Center Aircraft Division, Flight Test & Engineering Group (FTEG), formerly the Naval Air Test Center, established the Real Time Processing System (RTPS). RTPS has been used extensively to support numerous aircraft test programs at NAWCAD. At RTPS flight defined critical parameters are displayed in real time to project engineers for safety of flight, project monitoring and preliminary analysis. The data are displayed in Engineering Unit (EU) format onto CRT's, alphanumeric displays, and strip-chart recorders. With all these display devices and the ability to process high-sample-rate data, multiple data flights are flown daily. The EU data are recorded onto 9-track tape for post-flight analysis via high-speed remotely located processors. Data and plots can be processed and formatted more quickly, a wider variety of data and plot types can be formulated, and the data can be placed onto mainframe disk packs for future retrieval, time history and trend analysis. RTPS system architecture is illustrated in Figure 1

This paper is declared a work of the U.S. Government and is not subject to copyright protection in the United States.

CLEARED FOR
OPEN PUBLICATION

May 30 1996
Grace A. Greene
PUBLIC AFFAIRS OFFICE
NAVAL AIR SYSTEMS COMMAND

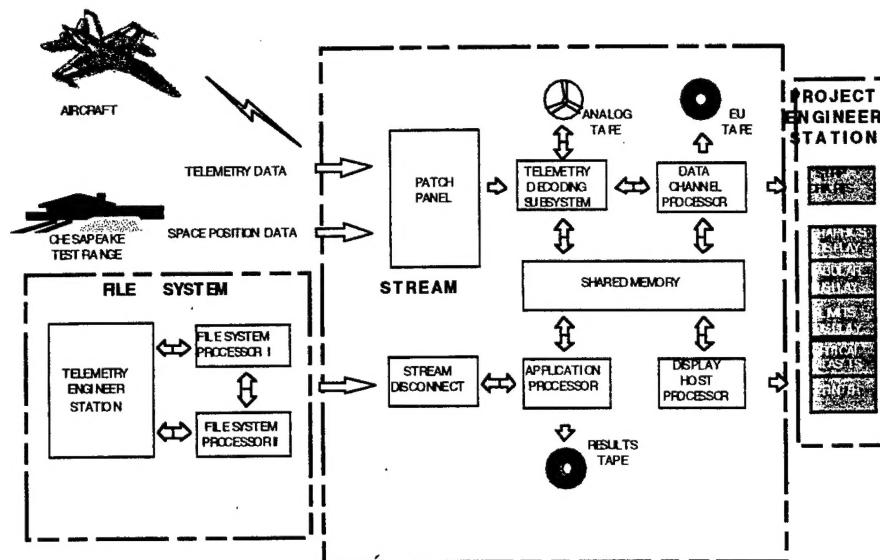


Fig 1 - RTPS Architecture

In Oct. 1984 the Manned Flight Simulator Facility was established. Since then high fidelity simulations have been implemented and used increasingly to support test and evaluation at NAWCAD. The MFS facility provides five simulation stations that support high fidelity cockpits, aerodynamic and propulsion models, and avionics simulations. The facility includes a 6 Degree of Freedom motion capable station, a fixed base 360 deg field of view 40 ft dome simulation station, two engineering development stations, and a dedicated station for the use of helmet-mounted displays. The distributed Interactive Simulation (DIS) protocol enables multiple simulation stations, covering the spectrum of air-to-air, air-to-ground, combat formation, and training scenarios, to interact with one another. Via DIS, MFS can interact with simulation facilities across the world to further test and evaluate Navy weapon systems. MFS architecture is illustrated in Figures 2 and 3.

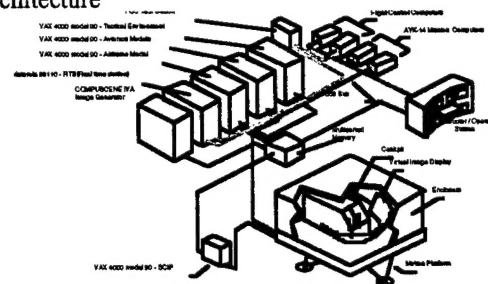


Fig 3 - MFS Architecture

While high fidelity simulations have numerous uses, a very important and frequent use at NAWCAD has been to support flight testing, particularly for reducing risk before flight. Typically, pre-test flight profiles are flown at MFS in preparation for actual flight tests. While the concept of merging simulation with flight testing is not new (e.g., X-29 real time calculation of phase and gain margin during flight envelope expansion), the use of real time simulation to support flight testing has not been extensively applied. The idea of combining simulation and real time data in a new way found support through NAWCAD in-house advanced technology initiatives. With the maturation of both the RTPS and MFS facilities at NAWCAD and recent incorporation of encryption decryption capabilities at both facilities over a T1 link the ability to link these secure facilities became a reality.

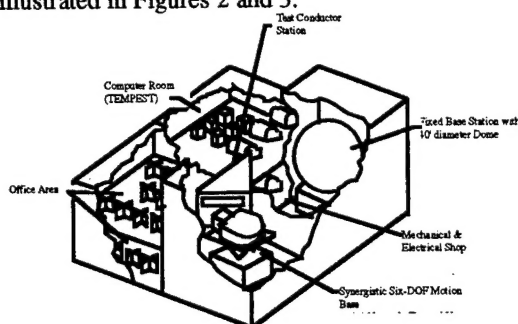


Fig 2 - MFS Facility Layout

Link Description

Simulation (MFS) Link Configuration

The MFS telemetry/simulator link configuration is illustrated in Figure 4.

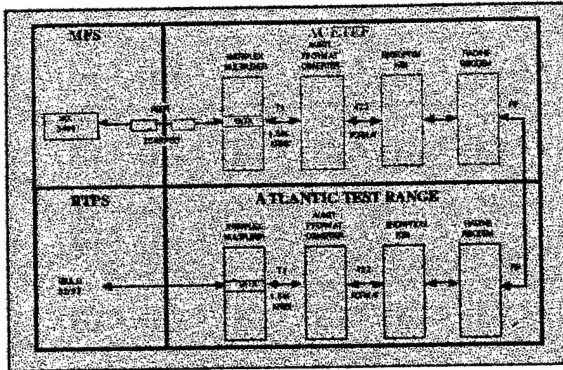


Fig 4 - Link Configuration

Communications are accomplished by use of a bi-directional 256,000 bits/sec rate Synchronous Data Link Communications (SDLC) interface card. The MFS/RTPS link is interfaced to the MFS through the Air Combat Environment Test and Evaluation Facility (ACETEF) Operations Control Center (OCC). The OCC is the interface for all ACETEF Laboratories of which MFS is one part. The OCC contains KG84 Encryption/Decryption equipment, a time division multiplexor-demultiplexor, and a T1 rate Network modem. The Network modem connects to the NAWCAD Patuxent River "Blue Hose" Network. This network connects all the major facilities at NAWCAD. The RTPS has a similar set of equipment to connect that facility to the network.

The RS-422 SDLC data enters MFS over a set of Fiber Optic cables. The optical data are converted by Optelecom interface equipment to RS-422 electrical signals. The RS-422 signals connect to the MFS/RTPS link processor using a Digital Equipment Corporation (DEC) DSV11 SDLC wide area network interface card. This card and its associated driver allow standard DEC VMS operating system Input/Output (I/O) calls to be made by the interface processor software. The purpose of the interface processor software is to convert the data sent by the RTPS from Encore SEL floating point format to DEC VAX floating point format and place it into the proper MFS multiport shared memory simulation area. It also takes the appropriate data from the simulation shared data

area and sends it to RTPS over the SDLC link. The rate and number of variables passed is limited by the 256,000 bits/sec rate of the SDLC communications. Currently 100 32 bit variables are passed in each direction at 10 Hz. This rate and number of variables were selected to support the requirements of the first user of the link. Higher rates up to 30 samples per sec are possible with the current link configuration. Synchronization of the link is accomplished using a simple command/response method. The RTPS sends its data and in response the MFS VAX interface processor sends its data back to RTPS. The data are synchronized with a 0.1 sec time delay before simultaneous display at the Project Engineering Station.

The remainder of Figure 4 shows the distribution of the link data to the various parts of the simulation utilizing the MFS multiport memory. The multiport memory acts to tightly couple the processors that constitute the simulation into a multi-processor simulation computer system. The simulation cockpit can be moved to and interfaced with any of the MFS cockpit stations: the 40 foot DOME, the six degree of freedom Motion Base, either of the two lower fidelity display systems within the MFS computer room, or the high resolution CAE Helmet Mounted Display system.

RTPS Telemetry Link Configuration

The physical link consists of interface cards on the computers at each facility and encryption devices along with modems to send the data via the "blue hose". Each RTPS stream (6 in all) consists of three Gould computers. A Data Channel Processor (DCP), a Display Host Processor (DHP) and an Applications Processor (APP). The APP is the processor that hosts the software that implements the link. This machine is the Gould 3297. The current capability is to send 100 parameters in each direction simultaneously at 10 samples per sec. The data rate can easily be increased when a more powerful processor is implemented on the MFS end of the link. The software consists of a Flight Conditions Program (FCP) that collects telemetered samples from the telemetry front end and converts the data to VAX floating point format and sends a buffer of 100 samples plus time through the link to the MFS. There is an additional "task" that will read the port from the MFS. This task will read the 100 sample buffer and place the simulation data in the Current Value Table (CVT) at RTPS in the same manner as real aircraft calculated data. These samples have already

been converted to Gould Floating Point format at the other end of the link prior to transmission.

Data Flow

Data flow is as follows: Aircraft data are collected on board the aircraft and telemetered to RTPS where it is decomutated and converted to engineering units in the Aydin System 2000. Engineering units data are then transferred to a shared memory area called the Current Value Table (CVT) where it is accessible by all processors. The APP hosts the software which collects a pre-selected subset of 100 parameters, converts the parameters to VAX floating point format, and passes them to a Gould T1L1 board which converts the data to a Synchronous Data Link Card (SDLC) format at 256 kb/sec. This data stream is passed through data encryption equipment to the base wide data communications system (Blue Hose) to the MFS where it is decrypted. At this point the data may be used to send aircraft control and other inputs to a simulation software package. The outputs from this package may then be buffered and sent back through the same path (it is a full duplex system) to the RTPS. An additional software package running on the APP will read this data from the MFS and output it to the CVT as if it were any other sample of calculated data. At this point any data in the CVT may be output to any display device in the Project Engineering Station (PES). This provides a capability to simultaneously display aircraft and simulation data for direct comparison. If strip charts are used as display devices, any of the 80 pens can be selected to display either aircraft data, locally calculated data or simulator output data. CRT plots may be chosen and selected measurements or critical aircraft data and simulator data may be viewed for potential to exceed engine or aircraft pre-established limits.

Link Applications

Aircraft Departure Prevention

The link has the potential for numerous applications, one of which is real time support of flight test to provide additional safety of flight information which would otherwise be unavailable from telemetry alone. The project chosen to demonstrate this application was an F/A-18C asymmetric stores flying qualities program, completed in April 1995. The objective of this program was to expand the flight envelope and determine pilot flight restrictions with extremely large lateral weight asymmetry. A critical requirement was

to prevent departure from controlled flight. Prevention of departure was mandatory because of the potential for structural damage to pylons/wing or entry into a spin from which recovery would be very difficult or not possible. The F/A-18C simulation hosted at the MFS was modified to provide critical departure prevention parameters from the simulation to be displayed to the flight test conductor.

Simulation Program Descriptions

General

For this particular application the link was configured to have the ground based F/A-18C simulation "ride along" with the real airplane. The simulation was modified such that instantaneous maximum rolling surface available deflections and corresponding rolling moment available from rolling surface versus the moment required to maintain roll control were calculated and displayed to the test conductor at RTPS in real time. If either of these parameters exceeded 75% of maximum available the test maneuver was terminated immediately to prevent departure from controlled flight. This was a unique application of simulation data because of the complex digital flight control laws which continually changed the maximum control surface deflections and rolling moments available as a function of flight conditions (i.e.; Mach number, angle of attack, normal acceleration, altitude and airspeed).

F/A-18C Simulation Modifications

The generic aircraft simulation architecture used at the MFS was modified by adding a routine that sends and receives data through global memory to the link I/O software hosted at the MFS. Two buffers are stored in this global memory, one for receiving RTPS data and the other for sending simulation data to the RTPS stream. The simulation user can interactively specify what variables are located in each of these buffer slots in the MFS memory (although the locations are hard-coded on the RTPS side), and may apply a bias and scale factor to each variable. By default (i.e., simulation rides along with real airplane) the input variables from RTPS over-write the variable values used in the simulation, such that the simulated aircraft is always at the same flight condition and configuration as the test aircraft. The output variables to RTPS are typically calculated parameters that are unavailable to the RTPS stream, such as engine forces or aerodynamic coefficients, although any simulation

variable may be sent to RTPS. This can be an efficient and non-impactive way of enhancing the data available to the flight test team. The aircraft simulations hosted at MFS have already been developed, so there is no need to add and verify special calculations to the flight conditions program hosted at RTPS for each flight test program. The F-18 simulation hosted under this generic simulation architecture was modified to support the asymmetric stores loading flight test program. Two modules were added to provide two important pieces of information that are not normally available to the RTPS engineer test stations (ETS): maximum available surface deflections and maximum available roll power at a given flight condition. In order to enhance the effectiveness of this information, both were scaled from 0 to 1 for graphic display at the ETS. The following section describes the mechanization of the calculations for the parameters. An F/A-18C carrying a heavy external store on one wing only is illustrated in Figure 5.

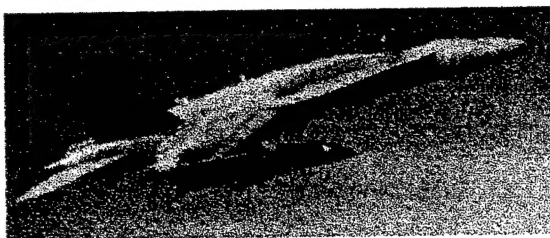


Fig 5 - F/A-18C Single GBU-24B/B External Store Loading

F/A-18C Available Vs Used Rolling Surface Control Deflection

The MFS was asked to provide the maximum differential surface deflections available at a given flight condition so that the flight test engineers would be able to determine a "knock-it-off" point when the rolling surfaces neared saturation limits. The Project Engineer Station (PES) real time graphic display is driven by the summation of the current (i.e., actual aircraft surface positions divided by the summation of the maximum theoretical positions corresponding to full lateral stick. The maximum theoretical positions are calculated by sending full left and right stick to a modified version of the F/A-18C lateral axis control system. The FORTRAN control laws were modified to remove dynamic filters so that rapidly changing maximum control surface limits could be determined immediately. Using this mechanization there was no delay in calculating and displaying maximum rolling surface deflection data to the test conductor. In the

equation below, all entries are total differential deflections, not deltas to the average deflection. The % Rolling_Surface_{used} parameter is calculated for both full left and right lateral stick deflection. The output parameter to RTPS is the ratio of current and maximum available left and right rolling surface deflection.

$$\%Rolling_Surface_{used} = \frac{\delta_{aileron} + \delta_{diff_roll} + \delta_{diff_lef} + \delta_{diff_rtf}}{\delta_{max_aileron} + \delta_{max_diff_roll} + \delta_{max_diff_lef} + \delta_{max_diff_rtf}} \times 100$$

The numerator and denominator represent the current and maximum available rolling surface deflections respectively.

F/A-18C Available Vs Used Rolling Moment

The maximum roll power available is calculated by sending the maximum surface deflections from the maximum rolling surface available calculations to a modified section of the aerodynamic model, which calculates the roll moment coefficient based on these deflections. The lateral asymmetry is calculated at RTPS and sent to the F/A-18C simulation as the rolling moment caused by the asymmetric loading at 1G. This asymmetry is multiplied by the filtered signal from the real airplane normal accelerometer. The resulting product represents the roll power that the rolling surfaces must generate to maintain roll control. The effective asymmetric roll moment shown in below is divided by the maximum roll moment available to both the left and right:

$$\%Roll_Moment_{used} = \frac{Roll_Moment_{asymmetry} \times Load_Factor}{Roll_Moment_{max_avail}} \times 100$$

The numerator and denominator of this equation represent the current and maximum available rolling moments respectively. The ratio is an estimate of the percentage of roll power (i.e., rolling moment) used to control the asymmetric load; it implicitly shows how much roll power remains for maneuvering.

A real time display, Figure 6 was developed which utilized the F/A-18C simulation derived rolling surface and rolling moment calculations to present immediate information to the test conductor on how close the airplane was to potential departure from controlled flight. Test conductor pilot maneuver recovery calls were made when either 2/3 lateral stick or 75% rolling surface or rolling moment was needed to maintain wings level.

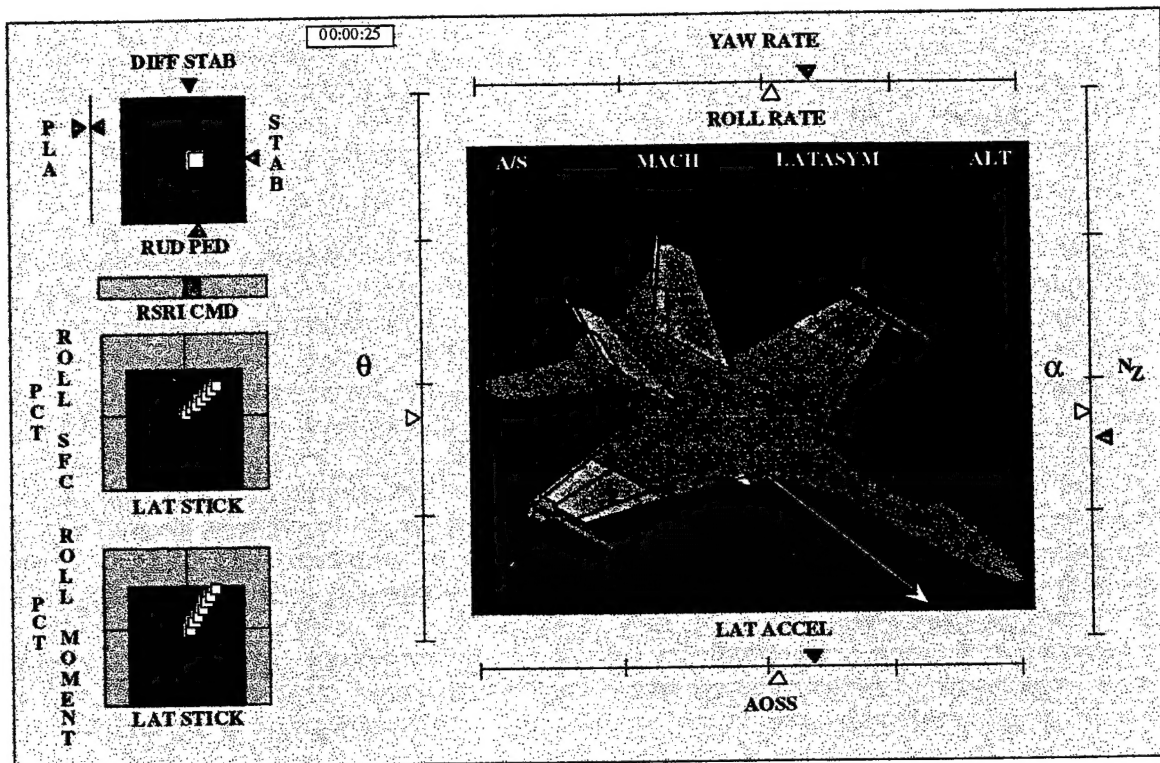


Fig 6 - Real Time Departure Prevention Display

This display was the first of its kind at NAWCAD to merge simulation and aircraft data to be used to reduce

the risk of departure from controlled flight in a real time environment.

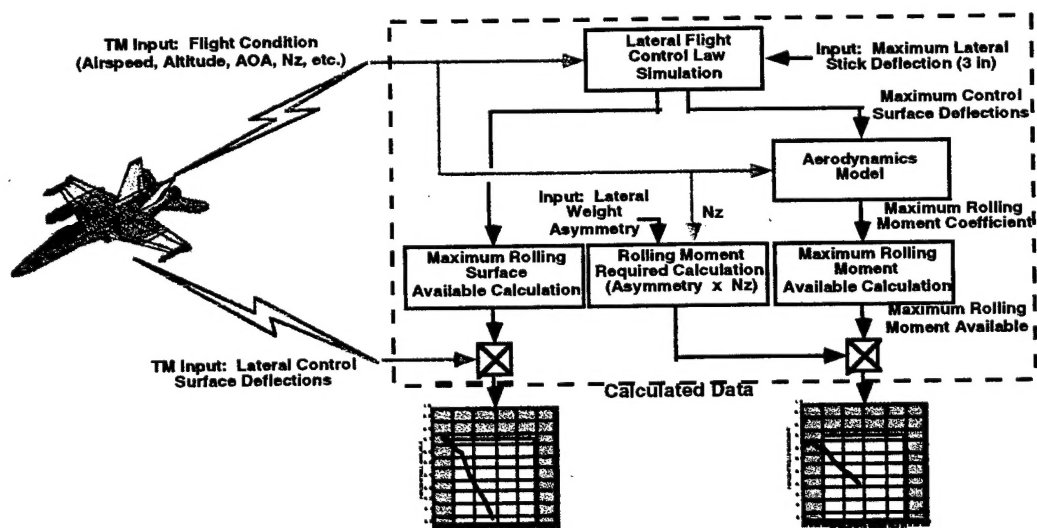


Figure 7 - Real Time Rolling Surface and Moment Calculation Process

A simplified schematic of the process used to provide real time display of maximum rolling surface and rolling moment available vs. used shown in Fig 7 above.

Simulation Link Test Team Crew Training

The NAWCAD Aviation Safety Office has recognized the need to focus on "Test Team Crew Training - TTCT" for tactical jet aircraft through the use of high fidelity simulation to enhance flight safety. The Aviation Safety Institute (ASI) conducted its ninth aviation safety evaluation of NATC/NAWCAD in Jun 1995. It found that the MFS offered significant benefits for reducing risk potential in a wide range of flight test activities. It specifically recommended that the MFS be used to mitigate risk during the F/A-18E/F EMD program².

TTCT encompasses test pilots flying a tactical aircraft simulation using the test site visual data base, aircraft ground controllers and test conductors and engineers at the telemetry ground station. Mission scenarios are set up at the simulation facility to evaluate, and correct as appropriate, pilot actions/reactions to various hazardous high stress aircraft system failure situations. This includes communications failures (e.g., loss of telemetry), loss of radar coverage, control system failure, engine failure (s), engine fire, massive fuel leaks etc.

F/A-18 E/F Test Team Crew Training (TTCT)

During Feb-Mar 1996 the MFS-RTPS simulation link at Pax River was used for training key pilot and engineering personnel on the F/A-18E/F Integrated Test Team (ITT) in preparation for initial test flights at Pax River on aircraft "E1" and "E2". A desire to train MDA F/A-18 E/F test conductors, not familiar with Pax River flight test operations, presented an ideal opportunity to use the MFS facility high fidelity E/F simulator and RTPS/CTR to run through initial flight test mission scenarios scheduled for aircraft "E1" and "E2". This was the first mission rehearsal of its kind at NAWCAD. The mission profile developed by the E/F ITT is illustrated in Fig 8.

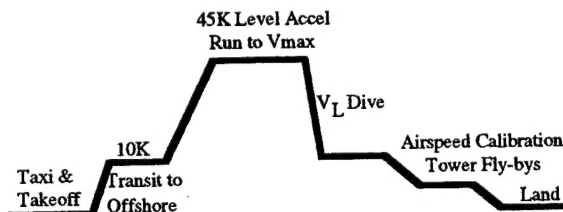


Fig 8 - F/A-18E TTCT Flight Profile

TTCT Mission Rehearsal Description

Simulation/Cockpit Preparations

To prepare for mission rehearsals MFS was asked by the F/A-18E/F ITT to modify the simulation such that engine fires, fuel transfer failures, and "massive" fuel leaks could be simulated. Prior to formal TTCT mission rehearsal sessions the ITT functionally checked the simulation cockpit with respect to switches and display operation.

RTPS/CRT Preparations

In order to provide realistic training for the MDA test conductor and strip chart monitors, key simulation parameters were sent to RTPS to drive strip charts and various displays. The displays and strip charts were identical to that used for actual flight testing. Simulated F/A-18E/F x, y, and z coordinate information was sent to the Chesapeake Test Range and validated against the Patuxent River simulation visual database. All data were transferred to RTPS and CTR at 10 samples per second. The MFS fixed base 40 ft dome station was used which included a high resolution insert.

Formal Mission Rehearsal Execution

For the formal mission rehearsal tests, a massive fuel leak failure called a "Master Fuel Leak" was selected by the E/F ITT while the airplane was approximately 50 mi. from Patuxent River during the offshore segment of the mission profile. In this scenario, the aircraft experienced a massive loss of fuel (2000 lb/min) from the feed tank to one of the engines (tank 2 for the left engine, tank 3 for the right). Soon after the failure was inserted, the "chase plane" notified the F/A-18E test pilot that vapor was venting from the aircraft underbelly. After about twenty seconds, the pilot received a "BOOST LO" caution on his DDI (indicating low pressure at the boost pump for the affected engine feed tank). If nothing were done about this situation, the affected tank would drain completely and a valve would open between the two feed tanks, causing the opposite tank to drain as well. The fuel flow was sufficient to keep both engines running, but fuel was being vented at an alarming rate. The solution (from the NATOPS) is to shutdown the affected engine, ensure the fuel leak has stopped, and proceed to an emergency landing.

Mission Rehearsal Effectiveness

During the mission rehearsal, the test conductors correctly identified the problem and directed the pilot in the NATOPS procedures. They then requested rigging of emergency arresting gear midfield and instructed the pilot to return to base for an arrested landing.

The ITT indicated that using the F/A-18E simulation in a mission rehearsal mode, while not perfect, was quite effective and did provide value added. Obtaining realistic communication fidelity was challenging. The requirement to have the test pilot on "hot mike" with the test conductor at RTPS, while masking out extraneous audio from the simulation facility was difficult and will require additional work to achieve a realistic communication environment. Not unexpectedly, achieving representative audio communication fidelity was extremely important for a productive mission rehearsal. A lesson learned was that it was important to have all personnel communication hooked up before performing final communication checks. Discussions with ground controller indicated that the simulation was of extremely high fidelity with respect to ground controller pilot communications and aircraft tracking.

Lesson Learned

It is important to note that it was not originally planned to support F/A-18E/F Test Team Crew Training. The capability to link the MFS simulation with all elements of the test team did not exist until just recently at NAWCAD. To facilitate TTCT efforts on new programs it is highly recommended that for programs which require extensive integration and coordination between contractor and government facilities, a contractual requirement be made which integrates TTCT contractor government simulator support into the program. This would ensure a fully supported government simulation and up front integration with ITT planning which is critical to the success of TTCT.

Future Applications

The MFS-RTPS link at NAWCAD is a new capability derived from existing capabilities looking for new and unique applications. The link can be configured in various ways for particular applications. Other potential applications of the link include but not limited to:

Real Time Simulation Fidelity Assessment

Quick-look real time assessments of simulation fidelity by the calculation and comparison of actual and simulation predicted force and moment data for the aircraft under test. In this scenario the simulation is "driven" by the same control surface inputs as the real airplane under test. The force and moment coefficient information could be displayed in real time or post flight for determination of places within the flight envelope where the simulation exhibited good or poor fidelity. This has the potential to reduce the time it takes to update simulations to keep pace with flight testing.

Real Time Flight Control Law Analysis

For highly complex digital flight control systems not all of the flight control law signals are monitored by the aircraft multiplex bus. The ability of the simulation to provide all of the signals has the potential to significantly increase test engineer understanding of how the flight control laws are interacting with aircraft dynamics in real time. This concept is easily extended to various aircraft subsystems models which include propulsion system models, avionics models, INS models, air data system models etc. In the near future NAWCAD will have significantly increased high performance computer capabilities which are expected to significantly increase the ability to model complex systems including radar systems with high fidelity in real time.

Enhanced Ground Testing

In this mode signals from the simulation are ported to the actual airplane during ground testing and used to stimulate aircraft systems such as the flight control and hydraulic systems in a simulated airborne environment. An objective in this scenario would be enhanced understanding of system operation and risk reduction prior to actual flight tests.

Conclusions

The linking of high fidelity simulation models with real aircraft parameters in real time to enhance flight safety has been successfully demonstrated. Numerous applications have yet to be developed. As the cost of flight testing highly complex systems increases the use of real time simulation support to reduce overall cost and enhance flight safety from a crew resource management and training perspective will increase.

Crew resource training in the past has focused on aircrew only. In the new testing environment high fidelity simulation links and high performance computers will expand this concept to include the entire test team. The ability to link simulation and actual aircraft data in real time has been successfully demonstrated on the F/A-18C and F/A-18E which represents a the potential to significantly improve our ability to test and evaluate complex aircraft systems in a real time environment.

Acknowledgment

The design, development and implementation of the MFS-RTPS Simulation Link over the past three years is the product of contributions by many individuals at NAWCAD among which are included: Walt Kahle, Dave Perdue, Al Conrad, Al Morrisette, and Ken Goad. The assistance of Joe Lloyd in furnishing descriptive information for this paper on RTPS capabilities is also acknowledged. Special thanks is given to Greg Dungan and Chris Clark for their enthusiasm and support for allowing the prototype link to be utilized during their asymmetric stores flying qualities flight test program. The mission rehearsal exercise involved extensive coordinated efforts of numerous engineers and pilots from the F/A-18E/F simulation team, F/A-18E/F ITT, RTPS, CTR and the Aviation System Office. Special acknowledgment is given to Capt Raymond Dudderar USN, Joe Orr, and Cdr Gordon Gooze for carrying this effort forward.

References

1. McNamara, W., Stanley, P., Nichols, J. "RTPS Telemetry - Simulator Link at the Naval Air Warfare Center"; International Telemetry Conference Proceedings, Las Vegas, 1995
2. Evaluation: NATC/NAWCAD, 1995 Aviation Safety Evaluation, Aviation Safety Institute Sep 1995